

CITY OF MORGAN HILL  
SPECIAL JOINT CITY COUNCIL,  
PLANNING COMMISSION AND GENERAL PLAN TASK FORCE  
MEETING MINUTES - OCTOBER 19, 2000

**CALL TO ORDER**

Mayor Kennedy called the meeting to order at 7:00 p.m.

**ROLL CALL ATTENDANCE**

**City Council:**

Present: Council Members Chang, Cook, Tate and Mayor Kennedy  
Absent: Council Member Sellers

**Planning Commission:**

Present: Ralph Lyle, Patricia McMahon, Joseph Mueller, Barbara Sullivan  
Absent: Yarmila Kennett, Dennis Pinion, Tim Ridner

**General Plan Task Force:**

Present: Ralph Lyle, Patricia McMahon, Barbara Sullivan, Patricia Andrade, Laura Brunton,  
Larry Carr, Robert Collins, John Dossetti, Mark Grzan, Mark Moore, Charles Weston  
Absent: Geno Acevedo, Robert Benich, Rocke Garcia, Janet Martinez, Craig VanKeulen

**DECLARATION OF POSTING OF AGENDA**

City Clerk Torrez certified that the meeting's agenda was duly noticed and posted in accordance with Government Code 54954.2.

**SILENT INVOCATION**

**PLEDGE OF ALLEGIANCE**

At the invitation of Mayor Kennedy, Mayor Pro Tempore Tate led the Pledge of Allegiance.

**PUBLIC COMMENTS**

Mayor Kennedy opened the floor to public comments for items not listed on the agenda.

Gene Wells of Gilroy spoke on 50 acres which are located near the intersection of Half Road and Hill Road as shown in "Exhibit B" of the City's General Plan map (Urban Growth Boundary). Mr. Wells spoke of a belief that the farming acreage would become an "island" surrounded by growth of the City. He presented a letter signed by seven individuals to consider a proposal to include the identified properties within the Urban Growth Boundary.

Mayor Kennedy thanked Mr. Wells for the information, but reminded that the purpose of the

evening's meeting was to receive data relating to the traffic study. Mr. Wells was encouraged to speak directly with Planning Staff to resolve issues relating to the proposed General Plan.

No other comments were offered.

## **1. GENERAL PLAN TRAFFIC STUDY STATUS REPORT**

Mayor Kennedy thanked all for attending tonight's meeting on this important issue. He announced a sign-in sheet had been readied for the public to use so that a record of attendance could be maintained. The Mayor asked SP Banks to give an overview of the meeting.

Senior Planner Banks called attention to the staff report which had been forwarded to all members of the Task Force, the City Council and the Planning Commission. He announced the meeting tonight is the first of two meetings to discuss the traffic analysis being done for the General Plan update. He stated the objective of this meeting is to provide an update on the status of the traffic analysis, to share with Task Force Members results of initial information which has been developed since April, and to gather input in order to complete the analysis. He indicated that during the meeting the findings of an initial screening level analysis done for five alternative traffic scenarios would be presented. He explained that the screening analysis, which is based on average daily trips, provides an indication of how many lanes will be required on the City's major roadways to accommodate buildout of the General Plan. He said that the information being presented is preliminary; a more detailed peak hour intersection analysis will be prepared, based on direction provided by the Task Force, City Council and Planning Commission Members, as well as the consideration of public input to the process. He announced that based on the information presented at this workshop, the City Council, Planning Commission and General Plan Task Force (GPTF) will be asked to consider the results of the screening analysis and use the results to:

1. Select which land use alternatives should be evaluated in a more detailed level of service (LOS) analysis;
2. consider adopting and LOS E standard for major intersections;
3. protect local streets by developing alternative alignments for the northern and southern connections between Butterfield Boulevard and Monterey Road; and
4. consider whether the roadway system should be based on general plan build-out or be consistent with the Congestion Management Agency's (CMA's) traffic model, which is based on projections through the year 2025.

Senior Planner Banks provided a brief background of the traffic studies relating to the General Plan Update. The GPTF conducted a series of meetings in 1998 and 1999 to consider updates to the General Plan. The GPTF studied various planning issues and prepared a set of recommended policies. The GPTF also developed a series of changes to the General Plan land use map. In January 2000 the City Council, Planning Commission and GPTF participated in a joint workshop, the purpose of which was to inform the Council and Commission of the preliminary policy direction and proposed land use changes being considered by the GPTF. During April 2000, in meetings of the GPTF, results of the

General Plan traffic analysis were presented. The traffic analysis forecast substantially increases traffic volumes on local roadways and Highway 101. Projections indicate the increase in traffic volumes would be due to both traffic generated by land uses within the City as well as regional traffic passing through the City. Based on these projections, the GPTF directed staff and the consulting firm of CCS Planning and Engineering (CCS) to reexamine alternative roadways improvements and to further investigate the future land use scenarios. Specifically recommended for reevaluation were: the widening of the Santa Teresa Corridor to four through lanes if this would reduce the need for widening other roadways; projecting Butterfield Boulevard with six through lanes; the retention of Monterey Road with four through lanes; and limiting the use of triple left-turn lanes at intersections. Staff and the consultants were also directed by the GPTF to examine land use issues of: reduction in amount(s) of land designated Industrial to the south of Tennant Avenue and west of Highway 101 and examination of trip generation rates and distribution assumed to occur in land designated Industrial areas, containing office, R&D, and manufacturing.

Senior Planner Banks introduced Chwen Siripocanont and Wayne Shijo of CCS, indicating Ms. Siripocanont would make the presentation of the findings of the revised study to the City Council, Planning Commission and GPTF Members present.

Ms. Siripocanont informed that the traffic study had been updated, evaluating both the future roadway needs and future land use development. The updated study was conducted by assessing five alternatives, which include different combinations of three land use scenarios and different lane configurations for the Santa Teresa Corridor and Butterfield Boulevard. The presentation contained tables and provided assumptions relating to each of the following: current General Plan alternative, a modified current General Plan Alternative, a proposed alternative (option A) with preferred land use (two lanes on the Santa Teresa Corridor), option B - a proposed alternative with preferred land use (four lanes on the Santa Teresa Corridor) and Reduced Industrial Alternative. She presented the findings of the study giving contrasts of the present and proposed conditions and uses. Specifically addressed were the issues raised by the GPTF at the April 2000 meeting. Clarification was offered as to specific definitions (i.e., person trips, model(s), buildout projections). At the conclusion of the presentation, CCS representatives acknowledged and replied to questions and issues raised.

Robert Collins, GPTF Member, spoke of having Butterfield Boulevard as a central north - south corridor, and noting that a short section linking to Burnett had not been included for consideration of resurfacing, observing this could be a problem. He also spoke of early morning traffic in the Wright and Burnett street(s) area being very "tight" now.

Charles Weston GPTF Member asked if the CMA model is used by all cities in the Bay area? Indicating the effect of 50,000 jobs added in the North County area plus the 20,000 projected to be online with the Cisco project, he stated the "pass through" traffic would have a major effect on the City. He also asked for clarification on the trip-based occupancy of City residents when considering the redesigned designated Industrial areas.

Planning Commissioner and GPTF Member Ralph Lyle requested specific clarification of the area the CMA model included. Ms. Siripocanont responded that nine-County area, which is also overlaid by

ABAG boundaries, was used, but emphasized the model presented actually looked at traffic patterns and projections on a County - by - County basis for projected job growth. She explained the model also contains the gateway point Highway 101 for regulation, with the assumption being that when the model "works for the City, it can be assumed to be chronic to the north and south areas" of the study.

Commissioner Lyle asked the consultant to address the assumption for the percentage growth in specific areas. He further inquired whether increasing Monterey Street beyond the current four-lanes might destroy the City's downtown? Ms. Siripocanont replied that Monterey north of the City presented the problem of a bottleneck, and this could be alleviated by making the road six-lane, north of Cochrane Road.

Commissioner Lyle suggested that the Butterfield-Madrone street proposal might make a thoroughfare to the east of Monterey, changing the proposal from two to four lanes. He said it was imperative to look at the specific numbers projected: 60,000 people and 50,000 jobs, noting this appeared to be more jobs than population growth projections would warrant. Stating the "norm" for a population of 60,000 would be 31,000 jobs, he wondered of the effect of an importation of 18,000 jobs to the City? He asked what is driving the City to import that many jobs?

Laura Brunton, GPTF Member, expressed concern about the proposed reduction of Industrial zone areas. She said that retail business forms an excellent tax base for the City. She asked if fiscal concerns would be raised by the proposal?

Senior Planner Banks explained the issues of dealing with traffic generated by retail, R&D and industrial uses. He gave a brief overview of the current and anticipated business parks, noting that retail uses generally cause a greater increase in traffic than a combination of R&D and industrial use. He said the City has identified key locations for proposed retail growth which are targeted for Monterey Street and Tennant and Dunne intersection and the freeway interchanges.

Commission Sullivan, GPTF Member, referenced a recent newspaper article which documents a 91% increase in traffic through the City. She asked the consultants to address the statistics, asking if the model presented allowed for the increased figures noted in the article?

Ms. Siripocanont responded the model basically agrees with the article, noting the area which "bottlenecks" on Highway 101 just north of Cochrane indicates more traffic is generated on local streets. She stated this is consistent with the findings in the study in many ways. She also indicated the proposed Cisco development had been considered in the model with appropriate projections indicated in the presentation just completed to the GPTF, Council, and Commission.

Commission Sullivan asked about the implications of wait-time at intersections if LOS E was used? She also asked if trips to retail establishments were heavier and more frequent than those generated by industrial uses, questioning how the numbers were derived in the report?

Ms. Siripocanont said that trips to retail stores were generally at a time when the count would not be added to volumes for industrial uses, specifically before 7:00 a.m. when traffic to industrial areas is heaviest.

Councilwoman Cook stated it appears that if all industrial zoning were to be placed in one spot, job growth might be better controlled.

Senior Planner Banks stated that larger areas for industrial park in limited geographical areas of the City had been studied by the GPTF with the resultant specific recommendations shown in the Consultant's presentation tonight.

Commissioner Mueller spoke on the recently released EIR for the high school, noting that the Dunne-Cochrane interchanges were both noted as LOS "E". He indicated the heavier traffic times at these intersections are frequently before and after school hours (7:00 - 8:30 a.m. and 2:30 - 4:00 p.m.).

Commissioner Sullivan discussed proposed job additions to the Industrial areas. She cited the summary of table 2, noting the ratios provided and asking why there was a proposal for adding jobs in the General Plan?

Senior Planner Banks responded that the Task Force stated it was O.K. if the City became an import of jobs.

Mayor Kennedy expressed concern that the model, as presented, targeted the year 2025 which might not be realistic for what is happening today. He suggested the need to evaluate interim time frames, possibly five years for realistic predictions of population and job growth patterns, illustrating the increased populations south of the City which increased traffic volume tremendously. He asked if it would be possible to take the assumptions of the CMA model, select a different year, and pinpoint specific trouble spots?

Ms. Siripocanont said it would require additional evaluation but certainly the suggestion was valid. Such practice would involve using the field data provided by and gathered from the City.

Mayor Kennedy responded that it appears to be intuitive that just by looking at what happens in the City daily, the growth rate of jobs in the area, and everything relating to traffic far surpasses the predictions for 2025. He encouraged looking at 2025 as a maximum time frame rather than the 40-year prediction currently being evaluated by the consultants. Further, he noted that Gilroy officials are in the process of a General Plan update, and believes it important to examine their specific findings and plans for potential factors to the City's traffic issues. Stating he remains committed to doing all he can to see the proposal for Highway 101 to be a 10-lane roadway. He said it is exceedingly important to know what officials in the neighboring Cities to the north and south are thinking as consistency for provision of traffic flow is essential. He inquired of the Consultants regarding the California Department of Transportation 2020 plan.

Vice-Mayor Tate said his concerns are basic to the City: If the proposal is for more lanes being added to Santa Teresa, would there be benefit to study a north - south corridor to the east of the City? He noted that the current proposal included four major corridors linking the north - south City areas, but was concerned these might provide additional traffic just to neighborhoods which may suffer congestion.

Ms. Siripocanont responded that a fifth corridor could be considered east of the City. She also indicated there would be a firm plan that could be presented to use a portion of Sunnyside Road (if smoothed out) linked to the Santa Teresa corridor. Discussion ensued on the proposed arterial at Murphy which would link to the east side of the City.

Vice-Mayor Tate said the basic dynamics between regular traffic and jobs is difficult to deal with. He asked if the number of jobs projected to be created would eventually be filled by local people, wondering if this has been studied? Ms. Siripocanont responded that in April, the Task Force felt it was important to "rearrange" the location of industrial land proposed, not cutting down on the actual amount of traffic in the City, but by concentrating the Industrial use, the pass through traffic could be lessened. However, while the daily amount of traffic can/may be reduced, the numbers of trips passing through may be increased. She informed that a peak hour analysis may reveal differences and therefore amendments will be made to the study.

Councilwoman Chang asked if there was a conflict in the information that the proposed jobs would peak in 40 years while the study indicates the population would peak in 2030?

Senior Planner Banks said the projected build-out of dwellings for the existing population would be 25-years for single family residences and 30 years for multifamily residences. The Task Force wanted a 25-year supply of land for single family homes to provide competition for building sites through Measure P.

City Manager Tewes said every effort is being made on the part of Staff to work with the Consultants to identify the actual number of projected jobs to be added for City residents. He noted the emphasis is on actual jobs in the City - not Regional employment. He also related that if the City eliminated industrial areas, those potential employees will still travel through Morgan Hill to go to job areas north of the City. It was his belief that this information is borne out by presentation of data in the model. He also indicated that studies have shown that industrial development has little effect on increased traffic volume.

Commissioner Mueller stated that trips going through on Highway 101 must be considered as very different than those which go through the City.

Commissioner McMahon referencing the printed figures of increased traffic (91% through the City), asking if the CalTrans Model 2020 includes the same figure? She also indicated a conceptional problem with three issues: the model used, noting the combination of roadway and land systems; the General Plan land uses increased impacts; and the effect of impacts of regional travel on the City

streets. She indicated that because of the way the presentation was made, these appear to be weighted. Ms. Siripocanont replied that there was no weight to the issues, but the facts of the impacts were presented as studied.

As to increased impacts on the City's streets, Commissioner McMahon said perhaps there needs to be greater emphasis on the proposed growth just north of the City. She said she certainly agrees with the Mayor's point about widening 101 and having consistency north and south of the City. She also expressed concern for protecting the integrity of the City's transportation plan while proposing to increase traffic lanes on Butterfield, citing a comparison with traffic patterns on Milpitas.

GPTF Member John Dossetti gave an overview of past growth in the City, stating that with Cisco coming and Media Arts, explosive growth would be experienced in South County.

Mark Grzan commented on the amount of traffic moving down the various City streets. He asked if summary table would be available in a more readable form, noting the figures presented were sometimes difficult to read.

Commissioner Sullivan echoed this thought, requesting full information be sent to all GPTF members, the Council and Commission before the next meeting; she also referenced the difficulty in reading the document presented.

Mark Moore, GPTF Member, said it would be important to look at indirect costs to the City in terms of increased traffic, e.g., noise, safety, integrity of City street factors as well as how the current quality of life enjoyed by residents would ultimately be affected by increased lanes of traffic and amplified traffic volumes.

Commissioner Mueller indicated the problem with the ten-lane 101 assumption is that it is not likely to happen. He stated that if eight lanes were to be built in the configuration now known, it would be lucky. It was his belief that it was important to think in terms of what happens after 2025; there is a need to look at population and employment predictions. He emphasized the point that in understanding the Consultant's report, the GPTF must be careful of looking at the need to identify other forms of travel; and to consider being in sync with other neighboring local entities. He indicated the existence of a state EIR being proposed for a high speed train running through the City, noting the impact of such a proposal must be given greater and more deliberate consideration.

Charles Weston indicated that because of information presented tonight, specifically adding more lanes of traffic, the current General Plan proposal is not adequate and considerable revision will be needed. He asked if 101 is not increased to ten lanes, what should the City be planning for? He noted that the number of lanes on 101 is not determined by the City exclusively, but the City can determine its fate by deciding to create - or not - jobs.

Mark Grzan said there needs to be a cap on travel on 101, discussing the differences in volumes of travel generated by eight or ten lanes. He suggested that if the build-out for the Valley is addressed

in the General Plan, the City could be encouraged to use the window of 2025 for planning. However, if the focus on 2025 results in recommending a lesser number of lanes on 101 and the surface streets that would probably be OK as Valley Transit Authority (VTA) has completed a planning assumption for Morgan Hill indicating about one-half of the total build-out for the entire area. He asked if the Cochrane Road projections were realistic and whether the data was reasonable for 2025? Ms. Siripocanont responded that there were some differences between the projections of the CMA model and those of the City, but they could likely be justified.

Commissioner Sullivan expressed the need to gather the perspectives, noting the intent in the General Plan to have 500,000 sq. ft. available for Industrial while the Coyote Valley can project six million sq. ft. She asked if at some point in time additional space for an Industrial Park is needed, where might it be located?

Senior Planner Banks responded with clarification as to Industrial and R&D capacity needs, traffic generation, and ratios of employees. He pointed out that the Morgan Hill Ranch development has some R&D, some manufacturing, but is considered overall Industrial development and employment. He referred to table 2, noting the ratios provided were accurate. He also assured that the information would be provided to the GPTF Members, the Council Members, and Commissioners for their consideration.

GPTF Member Larry Carr asked Mr. Banks to address population and employment project differences. Senior Planner Banks clarified table 3. He said the information generated by the CMA model was accurate and applicable to the goals set by the GPTF earlier. He said the current employment figures are consistent with ABAG studies and projected employment growth is based on a ten-year growth pattern for the area. He cited the figures of fifteen acres a year for Industrial growth and five acres per year for Commercial development.

Patricia Andrade, GPTF Member, asked if consideration had been given to placing more emphasis on public transportation rather than on vehicle travel? Ms. Siripocanont replied that currently the effect on public transportation is minimal, but if CalTrain usage is raised, it will certainly have an effect.

Mayor Kennedy offered information that CalTrain plans to electrify the system, thereby providing a speed-up in moving people while improving the quality of service. Consequently, the impact of this service should lessen the impact on the City's streets. He suggested there be a focus on ways to utilize such information in the General Plan to promote ultimate use of resources available.

Senior Planner Banks said a number of policies in the General Plan need to be studied and all alternatives should be carefully studied.

Mark Moore spoke on the need for political leverage and hard work by the Officials of Morgan Hill in gaining support for 101 to be widened to ten lanes. He spoke of the issues which might be faced if the ultimate widening of 101 does not occur.



Robert Collins, GPTF Member, said everyone was surprised at the information in the newspaper article regarding the 91% increase in traffic through the City and stated he does not believe the model presented takes the figures into account.

Ms. Siripocanont responded that the 91% figure has been included in the findings. She stated that the bottleneck just north of Cochrane which currently exists can be alleviated by using the projections of the model for the long-term. She explained the model is built on categorized data comparing actual, historical and projected numbers, accounting for percentages differences.

Mr. Collins further commented on the impact of an increased population of 25,000 which is projected in the Coyote Urban Growth Reserve in San Jose.

Mayor Kennedy opened the floor to public comment.

Robert Dennery, identifying himself as an Attorney and a member of the public, said the widening of 101 needs to achieve top priority. He said he has sent letters to Officials at all levels who can influence this project and is willing to continue working toward a positive resolution. He suggested that the report presented tonight be posted on the City's Web site. He further urged the study of an eastern corridor to help alleviate the traffic on City surface streets.

Richard Figaro, who resides on Sunnyside, asked what is the purpose of preserving Sunnyside right of way? Ms. Siripocanont responded that while only two lanes are projected to be needed, there is a need to plan for future expansion and obtaining/retaining right-of-ways is the key to future use.

Mayor Kennedy called attention to the six recommendations for action which were part of the presentation. He asked if the voting members were willing to consider consensus decision-making to facilitate direction to Staff and the Consultants? This action was agreeable to all present.

**Action:** The six recommendations set forth in the presentation were adopted by consensus, recommending to the Staff and Consultants to continue refining the proposals. The recommendations were:

1. Keep both the proposed and Reduced Industrial Alternatives for further evaluation.
2. Reaffirm 10-lane Hwy 101 but Preserve local street R/W based on an 8-lane Hwy 101.
3. Preserve Monterey Rd. as 4-lane street but evaluate 6-lanes north of Cochrane; preserve 4-lane R/w for Santa Teresa Blvd.
4. Designate Butterfield Blvd. As the major north-south street west of Hwy 101 in order to preserve other streets and the adjacent neighborhoods.
5. Plan direct connections of Butterfield Blvd. both to the north and south with Monterey Rd.
6. Consider adopting LOS E along Butterfield Blvd., Cochrane Rd., Dunne

Ave., and Tennant Ave.

Note: It was further recommended that the planning for conditions for 2025 be consistent with VTA/CMA plans.

Discussion ensued regarding the adoption of the issues with the following issues being raised: right of way preservation for Highway 101 in addition to City streets; any proposals the City of San Jose may bring to the table for traffic planning; Gilroy is planning a new east-west corridor - this should be studied in relation to the General Plan considerations of that City; if a new east-side corridor is considered, the effects on Monterey Road must be addressed; the interchanges for accessing Watsonville and Pacheco Pass travel; any alternative year (window) studies to enhance the travel section of the General Plan.

Several members noted that things are changing so rapidly that time is of the essence in studying the issues raised.

Commissioner Mueller said that the problem with taking significant amount of time for study is that if there is a need for expansion of data within a time frame, and that there may be no room for change to the recommendations which would in turn slow the entire planning process.

Senior Planner Banks informed the next meeting will be in November, with meeting notices being sent when a date, time and location is set. He said that supplemental material requested by the Task Force Members this evening will be sent upon completion of the information.

City Manager Tewes, noting the importance of the work of the Task Force, remarked that work being completed now will provide the basis for reviewing the General Plan in ten years.

Mayor Kennedy agreed, additionally thanking the members of the public who attended the meeting to offer insights for the expectations of the City planning process.

### **ADJOURNMENT**

There being no further business, Mayor Kennedy adjourned the meeting at 9:37 p.m.

### **MINUTES RECORDED AND PREPARED BY:**

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**Judi H. Johnson, Minutes Clerk**

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**Irma Torrez, City Clerk**